

In the Claims:

Please **CANCEL** claims 1 - 24 without prejudice or disclaimer.

Please **AMEND** the claims as follows:

Claim 28. (amended) The passenger outlet of claim 25 wherein said seventh, eighth and ninth plugs are coupled to a universal serial bus.

Claims Marked Up to Show Changes from the Previous Version

Claim 28. (amended) The passenger outlet of claim 25 [28] wherein said seventh, eighth and ninth plugs are coupled to a universal serial bus.

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In the Drawing(s):

Submitted herewith are a copy of Figures 1 - 12 with proposed changes to Figures 2, 3, 6, and 12 shown in red ink. Approval of the changes by the Examiner is requested.

REMARKS

In the present Application, claims 1 - 29 were pending at issue. By this Amendment, claim 28 has been amended, claims 1 - 24 have been canceled, and no claims have been added. Accordingly, claims 25 - 29 are presented for examination. No new matter has been added. By this Amendment, claims 25 - 29 are believed to be in condition for allowance.

The claims in the application enable *simultaneous* communication at high and low speeds. IEEE STD1073.4.1 (1994) does not teach or suggest a cable that can communicate simultaneously at both high and low speeds. Referring to the IEEE STD Par. 10.1 Overview - it states, "It is the domain . . . to provide a point-to-point data transmission medium" Such disclosure suggests to one skilled in the art that the prior art cable provides only one pair of data transfer wires and precludes simultaneous communications at both high and low speeds. Note also Par. 10.5.1 which states, "Number of conductors - The cable shall have six conductors: two data signal conductors" That is, there is only one twisted pair for data communication. This allows for a data (+) and a data (-), as shown in Fig. 18 and associated description in par. 10.5.4. Thus there are insufficient data conductors for simultaneous high speed and low speed data communications.

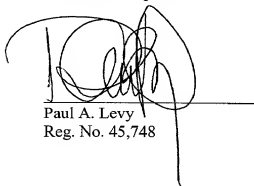
Further, this cable is specifically referred to as a communication cable for medical devices. There is no suggestion in the reference that it is adaptable for use in a computer data transfer.

Applicant submits that the application is now in condition for allowance. Therefore, the Examiner is respectfully requested to take such proper actions so that a patent will issue herefrom as soon as possible.

If the Examiner has any questions or believes that a discussion with Applicant's attorney would expedite prosecution, the Examiner is invited and encouraged to contact the undersigned at the telephone number below.

Please apply any credits or charge any deficiencies to our Deposit Account No. 23-1665.

Respectfully submitted,
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IN THE CLAIMS

We claim:

1. A data management system for supplying data to selected ones of identifiable seats comprising:

- 5 (a) a plurality of data sources;
- (b) at least one power source;
- (c) a network controller capable of managing the plurality of data sources;
- 10 (d) a seat-to-seat cable having therein data communication lines and power supply lines whereby both data from said plurality of data sources and power from at least one power source are routed by said network controller to selected ones of said identifiable seats.

15 2. The data management system of claim 1 wherein said data and said power are routed to an integrated seat box that is disposed proximate to a group of said identifiable seats, said integrated seat box being capable of converting
20 at least one of said data and said power to a form useful to a passenger occupying one of said identifiable seats.

3. The data management system of claim 2 wherein said integrated seat box contains a plurality of independently
25 removable function modules.

4. The data management system of claim 3 wherein at least one of said removable function modules is selected from the group consisting of in seat power supply, data network
30 interface, audio, video, noise cancellation, telephony and combinations thereof.

5. The data management system of claim 4 wherein said in seat power supply module converts 115 volt, 3 cycle, AC power to 11-16 volt dc power.

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6. The data management system of claim 5 wherein said in seat power supply module includes an enable circuit whereby said 11-16 volt dc power is only provided to an outlet if a predetermined minimum threshold power requirement is satisfied.

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7. The data management system of claim 5 wherein said data network interface module is fault tolerant such that a failure at one seat box does not interfere with the normal operation of successive data network interface modules.

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8. The data management system of claim 7 wherein said data network interface module includes a power distributing physical layer that is galvanically isolated from a data distributing microprocessor.

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9. The data management system of claim 4 wherein said data network interface module effects a data transfer between a selected passenger and a head end controller.

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10. The data management system of claim 9 wherein said data transfer occurs in real time.

11. The data management system of claim 9 wherein said data network interface module assigns a seat group routing tag to data originating with said selected passenger.

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12. The data management system of claim 4 wherein said audio function module has an outlet for receiving a digital passenger control unit.

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13. The data management system of claim 12 wherein said digital passenger control unit contains an outlet for receiving a passenger's headset.

10 14. The data management system of claim 13 wherein said passenger's headset includes a microphone enabling two way telephony communication.

15 15. The data management system of claim 14 wherein said digital passenger control unit contains a keyboard and said audio module supports telephony whereby said passenger may communicate with a public switch telephone network via a combination of said headset and microphone.

20 16. The data management system of claim 14 wherein said telephony module interfaces with a cradle effective to deactivate an antenna of a cellular telephone, but permits a passenger to communicate with a public switch telephone network via said cellular phone and said telephony module.

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17. The data management system of claim 4 wherein said seat-to-seat cable interconnects a plurality of said integrated seat boxes both to others of said integrated seat boxes and to a head end portion.

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18. The data management system of claim 17 wherein said seat-to-seat cable includes at least one of said power supply lines and at least one of said data communication lines electrically isolated from each other and disposed within a common overall jacket.

19. The data management system of claim 18 wherein said communication line is capable of transmitting at least 400 megabits per second of data.

20. The data management system of claim 19 wherein said at least one data communication line comprises four insulated copper wires twisted together.

21. The data management system of claim 19 wherein said at least one power supply line supports 3 phase AC current, a ground and a neutral.

22. The data management system of claim 19 installed on an aircraft wherein said head end portion includes a master control unit effective to conduct aircraft power to said seat-to-seat cable, a network controller effective to control the flow of multiple streams of data between selected devices and selected passengers and an internet server capable of controlling the flow of multiple streams of data between a mass storage unit server and selected passengers.

23. The data management system of claim 22 wherein said mass storage unit is on said aircraft and contains at least 18 gigabytes of storage.

24. The data management system of claim 23 further including an in-flight workstation interfacing with said head end portion effective for at least one function selected from the group consisting of disabling defective integrated seat boxes, disabling the use of integrated seat boxes connected to incompatible personal devices, disabling the delivery of video and disabling the delivery of power.

25. A passenger outlet interface for use by an airline passenger comprising;
an enable light to indicate whether power is available to said passenger;

first and second plugs for providing power to said passenger, when said power is available;
third and fourth plugs for enabling said passenger to access power, when said power is available;
fifth, sixth and seventh plugs for the transmission of low speed data to said passenger; and

eighth and ninth plugs for, in cooperation with said seventh plug, the transmission of high speed data to said passenger.

26. The passenger outlet interface of claim 25 wherein said first and second plugs comprise a power and a ground for providing said passenger with from 11 volts dc to 16 volts dc.

27. The passenger outlet interface of claim 25 wherein said fifth, sixth and seventh plugs are coupled to an RS-232 port.

28. The passenger outlet of claim 28 wherein said seventh, eighth and ninth plugs are coupled to a universal serial bus.

- 5 29. A cable forming an interface between said passenger's personal computer and said passenger outlet interface of claim 28.